



# THE JOHN INNES SOCIETY

For Conservation in the John Innes Estate at Merton  
Registered Charity No. 803759

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5<sup>th</sup> April 2019

Dear Future Merton,

re: Draft Third Local Implementation Plan: Transport Plan.

The John Innes Society would like to put forward the following representations on this consultation document:

We are broadly in support of most of the policies and proposals, and there are some we particularly welcome. In putting forward our representations we have included local examples of places where implementation of the policies is needed, as that helps to evaluate their practicality.

1) We support LO23 and 3.83 for the retention and replacement of street trees. However, the present treatment of street trees does not meet this policy. Recent gales broke a branch off a tree in Melrose Road Merton Park, but instead of clearing away the branch and trimming the tree, the whole tree has been felled even though the stump shows it was not rotten. This happened several times last Spring too, with healthy trees being sawn down in Circle Gardens, when all they needed was trimming back to shape. The replacement trees were not watered unless residents adopted them, so many of the replacements died. The policy will not work if contractual arrangements are not in place to implement it.

A further problem with lack of care for street trees is that left untrimmed, they drop brushwood in gales, and this is left on the roads where it becomes a hazard particularly to cyclists. The current street cleaning contractors seems unable to deal with brushwood clearance as they don't have the right equipment (e.g. lorries) or operatives.

2) We support LO24 and 3.85 (SuDS). However, at the moment enforcement is lacking so on-site drainage is ignored far too often.

3) 3.86 Poor street drainage is often caused by lack of proper street cleaning with detritus actually being swept into the drain covers by mechanical and manual sweepers.

4) We support LO35 and 3,105 to introduce parking and physical controls to prevent buses being obstructed. The K5 route which serves Merton Park is regularly held up trying to negotiate the section of Kenley Road between Circle Gardens and Windermere Avenue. There should be parking controls so that vehicles cannot park on both sides of the street in situations like that.

5) We support 3.7 and 3.8 and 3.23. More paths to enable pedestrians to reach their destinations by direct and safe routes would be most welcome. However, recent planning decisions in central Wimbledon seemed to ignore this aim, and large blocks of buildings are being given permission without any thought of how they could be designed to include paths and passageways.

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6) We give our very strong support to 5.17. A pathway from Dorset Road to Morden Road Tram Stop would provide level access to a station which now is only served by steep steps and an inconvenient ramp from Morden Road. . It is a comparatively inexpensive scheme which would be very easy to implement as the only hinderance is the acquisition of a small parcel of land from the Cadets' site. Officer time should be allocated to this proposal as a matter of urgency, as it would also help to make the plan meet its Equality Objectives.

7) We support 3.52 to restrict rat running traffic through unsuitable residential streets. Many residential roads in Merton Park are full of traffic trying to bypass Kingston Road and South Wimbledon junction, which makes them unsafe for pedestrians and cyclists and brings poor air quality into homes.

8) We support LO46. Noise and dust from construction sites is a constant problem throughout Merton Park. Developers should also be made to pay for street, verge and pavement repairs. Delivery and construction traffic break up road surfaces, crack pavements and churn up grass verges which then become a danger.

9) We support 3.19 as more road crossing points are essential to encourage mobility. A good local example is the need for a crossing over Morden Road near the top of Dorset Road, where there is pedestrian access to Morden Hall Park and bus stops on either side of the road but crossing Morden Road is almost impossible.

10) Car Clubs (LO14) and Cycle Hire are good ideas in principle, but they need to be numerous and available very near homes and places of work. In the case of electric cars and cycles, there will have to be an abundance of fast charging points.

#### 11) Section 5 of the Delivery Plan

Finance for proposals is always difficult, but there is too much reliance on S106 proceeds in this Plan.

For it to succeed, many changes are necessary which will have no links to new developments. Some matters (e.g. SuDS) require enforcement. Others (e.g. car clubs, cycle hire, Sutton Tramlink or BRT) require government finance and commercial promotion. Street flooding and care of street trees require the correct terms and conditions in outsourced contracts, coupled with monitoring and enforcement.

Yours faithfully,

Desé Child -

Co Chair.

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